

IN THE CLAIMS:

Please add new claims 15-20 and amend claim 1 to read as follows:

1. (Currently Amended) An A mount for an anti-crash front safety seat for a motor vehicle having a cab for occupants, said safety seat comprising a seat and backrest, said mount comprising, in combination:

a fixed frame fixedly connected to a floor of the cab of the motor vehicle, said fixed frame having at least two elongate rails, the longitudinal direction of the rails of the fixed frame being the same as that of the motor vehicle ~~wherein said fixed frame includes a front energy-absorbing buffer band, an energy-absorbing plate provided on the top surface thereof, energy-absorbing bearings provided on the front end of the energy-absorbing plate, a pin hole provided in one front side of the fixed frame, two rails parallel each other formed in both back sides of the fixed frame, an iron plate for limiting the distance that the seat can move backwards and for reinforcing the fixed frame, and an energy-absorbing device provided on the back part of the fixed frame;~~

a movable bracket provided supported movably on the rails of the fixed frame, and said bracket being mounted below and adapted to be attached to a backrest of the seat and backrest, ~~wherein the top surface of the movable bracket is supported on the energy-absorbing bearings, a metal sleeve for positioning the lock pin is disposed on the front part on one side of the movable bracket in a position corresponding to said pin hole, and front and back shaft holes which are spaced with each other and are disposed on both sides of the movable bracket in the positions corresponding to the two rails of the fixed frame;~~

a front shaft and a back shaft passing through shaft holes in said movable bracket and positioned in the rails of the fixed frame, ~~inner bearings of the front shaft disposed on the front shaft for contacting the upper surface of the rails, and two inner bearings of the back shaft disposed on the back shaft supported by the lower surface of the rails;~~ and

a brake assembly, fixedly connected to at least one of the floor of the cab and said fixed frame, for applying a braking force to said back shaft to inhibit movement thereof; and

~~a seat control system provided on the front part on one side of the movable bracket corresponding to the metal sleeve, the control system for locking the moveable said bracket having the backrest to the fixed frame by the lock pin passing through said metal sleeve and pin hole, so as to lock the seat and backrest in position during normal driving of the motor vehicle, and for releasing the said bracket, and in turn the seat and backrest, for rearward movement in the event of a crash of the motor vehicle by taking said lock pin out of said pin hole.~~

2. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein the seat control system further comprises: an electromagnetic controller whose axial orientation is same as the longitudinal direction of the motor vehicle, a manually operated control hammer and a metal block for controlling the pin lock, one end in the axial direction of a movable armature that is sheathed by a reset spring is connected to said manually operated control hammer, the other end in the axial direction thereof is connected to one end of the metal block, and the other end thereof has a notch, one big end of

the lock pin inserted into said pin hole and metal sleeve is sheathed by a reset spring, and the other small end thereof has a flange for supporting the reset spring, wherein in the condition that the seat is locked, the small end of the lock pin is sustained against the metal block by the effects of a bearing and a housing wall of the control system, and wherein in the condition that the seat is released, the metal block moves along the longitudinal direction of the motor vehicle relative to the lock pin under the effect of the electromagnetic controller and the inertia of the manually operated control hammer and of the metal block are under the effect of the manually operated control hammer directly until the small end of the lock pin enters into the notch in the other end of the metal block, and at the time the lock pin is moved out of said pin hole by the reset spring.

3. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 2, wherein a step is provided on a tip of a big end of the lock pin for preventing it from being jammed in said pin hole and the metal sleeve.

4. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 2, wherein the metal sleeve positioned on the front side of the moveable bracket for mounting the lock pin is a combination of two coaxial steel pipes with different inner diameters, a maximum value of the length of a portion of the metal sleeve that is embedded in the front side of the moveable bracket is equal to the thickness of the side of the moveable bracket; the length of a portion of the metal sleeve that has a small diameter is larger than the thickness of the side of the moveable bracket, and a diameter of the portion is slightly larger than that of the lock pin, while it is smaller than that of the reset spring sheathing on the lock pin; the length of the portion of the metal sleeve that has a large diameter is smaller than the that of the portion having a small diameter; the diameter of the portion of the metal sleeve that has a big diameter is larger than the outer diameter of the reset spring sheathing on the lock pin, and the reset spring for the lock pin is provided in the portion of the metal sleeve that has a large diameter and abuts against the step wall locating the intersection of the portions.

5. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein said back shaft further comprises two outer energy-absorbing bearings disposed outside of the rails, the energy-absorbing device comprises energy-absorbing racks provided on both sides of the moveable bracket and energy-absorbing nails contacting with the top portion of the energy-absorbing bearings of the back shaft.

6. (Previously Presented) An anti-crash safe seat in a motor vehicle according to claim 5, wherein the outer energy-absorbing bearings of said back shaft are large bearings that endure high pressure, the energy-absorbing bearings are compression resistant, small roller bearings, having inner and outer rings, the width of the outer ring of the small roller bearings is wider than that of the conventional bearings, the length of the roller bearings is longer than that of the conventional bearing, the maximum value of the width of the outer ring of the roller bearings is 1.5 times of that of the conventional bearing, and the maximum value of the length of the outer ring of the roller bearings is 1.5 times of that of the conventional bearing.

7. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein a middle hole is further provided between the holes for the front shaft and holes for the back shaft on both sides of the moveable bracket, and a middle shaft with two bearings is disposed on the rails of the fixed frame by passing through said middle holes, in order to keep said front and middle shafts in the rails after the back shaft is moved out from the rails.

8. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein a closing plate is disposed on a rear end of the two rails in the fixed frame to prevent the back shaft from being moved out, off the rails.

9. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 5, wherein the outer diameter of the outer energy-absorbing bearings of the back shaft is larger than that of the coaxial inner bearings.

10. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 8, wherein the energy-

absorbing device on the back part of the moveable bracket comprises energy-absorbing racks on both sides of the moveable bracket, one energy-absorbing plate positioned on the top surface of the back part of the moveable bracket and energy-absorbing nails for connecting the energy-absorbing plate to both sides of the energy-absorbing racks, and wherein the hardness of the moveable bracket is stronger than that of the energy-absorbing plate.

11. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein said lock pin has a substantially square shape, and the length of any one of its edges is longer than a maximum diameter of the lock pin.

12. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein the distance between the height of the two rails parallel each other in the moveable bracket and the diameter of the outer ring of the inner bearings for the front shaft and the inner bearings for the back shaft moving in the rails is larger than the normalized value that is required by normal

mechanical movement, and wherein the maximum value of the distance is 10mm.

13. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 10, wherein the energy-absorbing racks comprise a thin channel section steel plate and cover plates fixed on one end of the steel plate, respectively, and the cover plates are connected to the energy-absorbing plate by the energy-absorbing rods, respectively.

14. (Previously Presented) An anti-crash safety seat in a motor vehicle according to claim 1, wherein the seat control system further comprises: a manually operated control hammer and a metal block for controlling the lock pin, a reset spring sheathing the hammer for resetting the metal block to its original position, one end of said hammer is connected to one end of said metal block, the other end of the metal block has a notch, one big end of the lock pin inserted into said pin hole and metal sleeve is sheathed by a reset spring, and the other small end thereof has a flange for supporting the reset spring, wherein in the condition that

the seat is locked, the small end of the lock pin is sustained by the metal block by the effects of a bearing and a housing wall of the control system, and wherein in the condition that the seat is released, the metal block moves along the longitudinal direction of the motor vehicle relative to the lock pin under the inertia effect of the manually operated control hammer and the metal block until the small end of the lock pin enters into the notch in the other end of the metal block, and at the time the lock pin is moved out from said pin hole by the reset spring.

Please add the following new claims:

15. (New) An anti-crash safety seat in a motor vehicle according to claim 1, wherein said fixed frame includes a front energy-absorbing buffer band, an energy-absorbing plate provided on the top surface thereof, energy-absorbing bearings provided on the front end of the energy-absorbing plate, a pin hole provided in one front side of the fixed frame, two rails parallel each other formed in both back sides of the fixed frame, an iron plate for limiting the distance that the seat can move backwards and for

reinforcing the fixed frame, and an energy-absorbing device provided on the back part of the fixed frame.

16. (New) An anti-crash safety seat in a motor vehicle according to claim 15, wherein the top surface of the movable bracket is supported on the energy-absorbing bearings, a metal sleeve for positioning a lock pin is disposed on a front part on one side of the movable bracket in a position corresponding to said pin hole, and front and back shaft holes which are spaced with each other and are disposed on both sides of the movable bracket in positions corresponding to the two rails of the fixed frame.

17. (New) An anti-crash safety seat in a motor vehicle according to claim 1, further comprising inner bearings of the front shaft disposed on the front shaft for contacting the upper surface of the rails, and inner bearings of the back shaft disposed on the back shaft supported by the lower surface of the rails.

18. (New) An anti-crash safety seat in a motor vehicle according to claim 16, wherein said seat control system is

provided on the front part on one side of the movable bracket corresponding to the metal sleeve, the control system locking the movable bracket having the backrest to the fixed frame by the lock pin passing through said metal sleeve and pin hole, so as to lock the seat and releasing the seat by taking said lock pin out of said pin hole.

19. (New) An anti-crash safety seat in a motor vehicle according to claim 1, wherein the brake assembly is mechanically adjustable to vary the force applied to the back shaft to inhibit movement thereof.

20. (New) An anti-crash safety seat in a motor vehicle according to claim 1, wherein the back shaft is rotatable, and wherein the brake assembly comprises energy-absorbing bearings mounted on opposite ends of the back shaft for rotation therewith and brake rods for applying a braking force against said energy-absorbing bearings.